

A Legacy of Planning for the Nation’s Capital and its Relationship to the Anacostia River

The nation's capital has benefited from a history of innovative urban plans. The Anacostia Waterfront Initiative aims to extend this tradition of planning excellence into the 21st century – and especially into the environs of the Anacostia River.



"Plan for the City, intended for the Permanent Seat of the Government of the United States ..."
Pierre Charles L'Enfant (with several conceptual assists from Thomas Jefferson) 1793.

It began in 1791 with Pierre Charles L'Enfant, or rather with his patron George Washington, who commissioned the French expatriate and Revolutionary War veteran to produce a plan for the future capital. L'Enfant rose to the challenge brilliantly, producing a remarkable plan that has determined the development of Washington ever since.

Notably, L'Enfant had only brief direct involvement with the planning of Washington. Having shown considerable inflexibility and lack of diplomacy in dealing with major area landowners – the neighbors, colleagues, and rivals of George Washington – he was relieved of his post by the President within the year. Nonetheless, perhaps no other initial vision for a city has had an equally lasting impact on that city's form, or led to a more steadfast local belief in the value of long-range planning.

L'Enfant's vision was faithfully translated into an "official plan" of streets and lots by Andrew Ellicott, the surveyor to whom the task was entrusted. The city, however, grew slowly during much of the 19th century, requiring neither exact adherence to the L'Enfant/Ellicott plan nor the resolution of compromises between plan intent and specific growth pressures. It was not until the capital's centennial approached – amidst the confidence in civic planning of the City Beautiful Era and corresponding to a period of rapid expansion of the federal government – that a new round of progressive planning commenced.

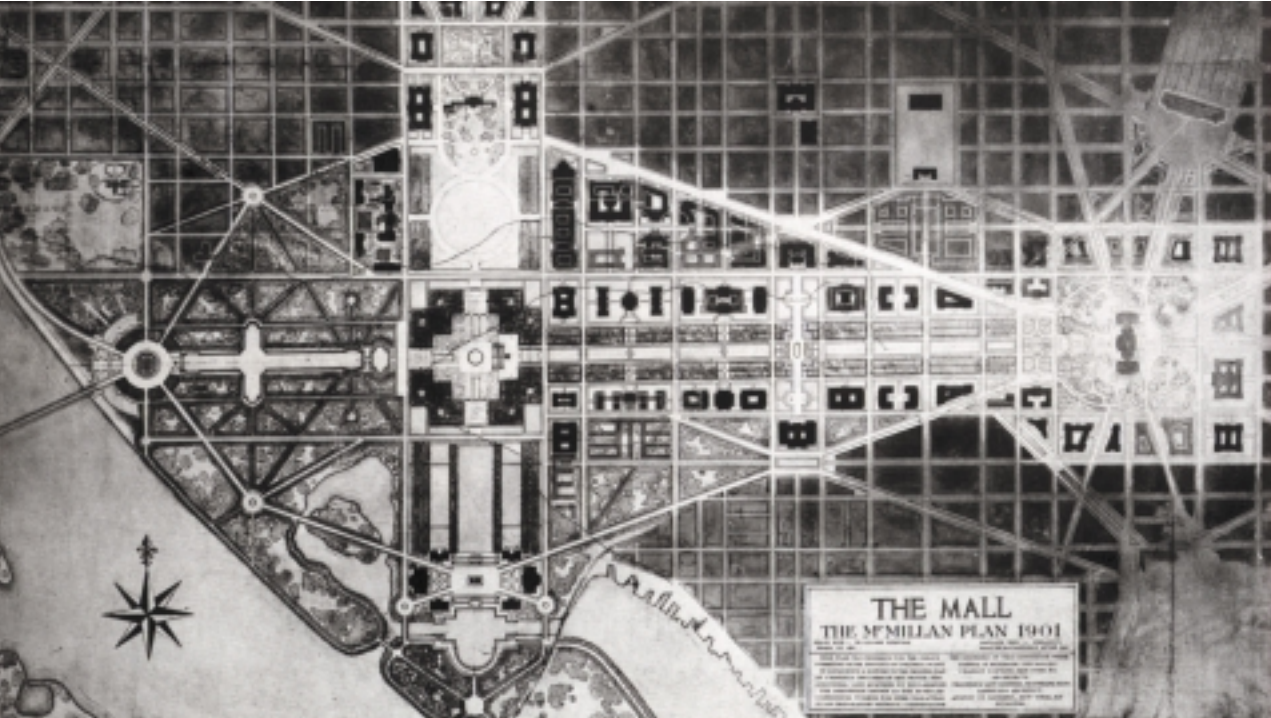
Throughout the final decade of the 19th century, calls to expand upon L'Enfant's vision culminated in the formation of the Park Improvement Commission of the District of Columbia, (often referred to as the Senate Park Commission) in 1901. Subsequent generations would come to call it the McMillan Commission, in honor of Senator James McMillan of Michigan, the Commission's chairman and principal advocate. The work of the McMillan Commission would prove as valuable as that of L'Enfant and Ellicott a century earlier.

The McMillan Commission had a twofold mandate. The formalization and completion of the Mall became its primary mission, including the creation of the Federal Triangle to accommodate the growing federal bureaucracy. This was ultimately regarded as the Commission's greatest achievement. However, the broader goal at the time, as the official name of the Commission implies, was to lay out a metropolitan park system, with the Mall as its nucleus. Rock Creek Park, the parks along the banks of the Potomac, and the initial conceptualization of the Fort Circle Trail were among the other major (not always heralded) contributions of the Senate Park Commission.

While L'Enfant's plan stretched from the Potomac to the Anacostia, in its formal arrangement it clearly privileged the former. Similarly, the McMillan Commission did not thoroughly address the Anacostia River or its environs. One reason for this continuing geographic bias was the initial rationale for locating the nation's capital along the Potomac. To Washington, Jefferson, Madison, and other founding fathers, the Potomac River offered the best access to the Ohio River valley from the various ports along the Atlantic seaboard, and thus to the future heartland of the nation. As such, the capital's destiny, like that of the nation overall, was assumed to lie westward along the banks of the Potomac, not along the "Eastern Branch," as the mouth of the Anacostia was labeled on most early maps.

Furthermore, since the Eastern Branch was bounded by broad lowlands subject to tidal and seasonal flooding, and was dedicated early on to military enterprises such as the Navy Yard, planning attention to this part of the city was sporadic. Unlike the Potomac, towards which the monumental Mall reached, the Anacostia was primarily treated as the capital's back yard – vital for military uses, local industrial enterprises, and early settlements like Uniontown, largely occupied by Navy Yard laborers.

A characteristic heroic rendering from the era of the McMillan Commission; highlighting the grandeur of the Mall and the completion and extension of the axial geometries promised in the L'Enfant Plan.



The Mall, The McMillan Plan 1901. "...that the President of the United States be authorized to appoint two architects and one landscape architect, eminent in their professions, who shall consider the subject of the location and grouping of public buildings and monuments to be erected in the District

of Columbia and the development of the entire park system of the District of Columbia and report to Congress in December of 1901." From the Joint Senate Resolution of 17 December 1900 that eventually led to the establishment of the McMillan Commission.

During the early 20th century the Army Corps of Engineers played the principal role in molding the character of the Anacostia. The Corps dredged the riverbed, filled in the flats, and constructed levees to reclaim land, improve sanitation (against the prevalence of malarial diseases), and promote navigation and commerce. However, as early as 1914 the head of the Corps concluded that the Anacostia flats were not needed for commercial purposes – the city was already growing primarily in the northwest quadrant. He proposed instead that the reclaimed flats should be developed as a public park. Anacostia Park was formally declared in 1919, and became public policy with the publication of the 1928 Potomac River Park Plan by the National Capital Park and Planning Commission.

Despite their brilliance, neither the L'Enfant plan nor the McMillan Commission ultimately foresaw the Anacostia's potential to accommodate and direct the city's growth a century or two hence. This responsibility has fallen to the present generation. In 1997 the National Capital Planning Commission published its Legacy Plan, which highlighted some of the opportunities for development along the Anacostia and throughout the Southeast quadrant. The Anacostia Waterfront Initiative advances these and related ideas, and seeks to establish a framework of planning for the Anacostia River and its environs that will prove as useful, powerful, and enduring as the visionary planning endeavors of the city's past.



Plan for the Metropolitan Park System. The Senate Park Commission, 1902. This was to be Washington, D.C.'s version of Boston's Emerald Necklace. It sprang from the determination of Frederick Law Olmsted Jr. – a McMillan Commission member – to produce for the nation's

capital an open space system comparable in magnitude to those which his famous father designed for several other American cities a generation earlier.



"Monumental Core Framework" from the Legacy Plan, NCPC, 1997. This simple diagram describes one of the major recommendations of the Legacy Plan: that future planning and growth should strengthen the eastern quadrants of the capital, balancing out emphasis in the 19th and 20th centuries on the western quadrant and on the monumental core.

Heritage and History Along the Anacostia

An Environmental History

The tributary streams of the Anacostia watershed drain 176 square miles of Maryland and Washington into the Potomac River and the Chesapeake Bay. This watershed contains lush habitat and diverse ecosystems, which in pre-colonial times supported the Nacotchtank Indians. In the late 17th century, the Anacostia River served as a primary transportation route and sustained extensive farming and fishing along its basin. Ocean-going vessels enjoyed a navigable channel up to the port of Bladensburg, Maryland; farmers found the land fertile and the Anacostia full of sturgeon and shad.

Dating to the founding of the nation's capital, the Washington Navy Yard, established in 1799, served as the main port for receiving materials to construct the new city's monumental buildings, including the Capitol. But by the time of the Civil War, clear-cutting of forests, the farming of tobacco, and industrial activities had silted and polluted the Anacostia. The tidal river, a sediment trap, had shrunk from depths of 40 feet to barely eight feet, making it too shallow for navigation by sea-bound vessels. The Navy Yard built its last large ship in 1876.

With the construction of Washington's sewage system in the 1880s, the Anacostia River was receiving the sewage from the growing capital city. The tidal wetlands along its shore were the source of mosquito-borne malaria outbreaks, which were studied by Walter Reed at Fort McNair. In 1901, the Senate Parks Commission advanced the idea (through what is known as The McMillan Plan) that riverfront open space be constructed in the place of wetlands as a means to improve public health conditions and establish parkland for a growing city. Extensive dredging and filling was completed by the U.S. Army Corps of Engineers (1902-1926) to fill in wetlands and mud flats, and construct the seawalls along the riverbank in order to create Anacostia Park. Tons of dredged river-bottom was used to form two artificial islands, Kingman and Heritage Islands.

While the McMillan Plan resulted in significant construction along the Anacostia River, its vision of a grand, interconnected, public park system was never realized. Unlike the National Mall, the vision for a major park along the Anacostia was discarded and, piece by piece, the Anacostia waterfront became the location for unwanted land uses and neglectful land management practices.

Upriver in the early 20th century, within view of the Capitol, cows still wandered to the river from their pastures, but urban development was rapidly spreading north from Historic Anacostia and the Navy Yard. Population growth in the Washington area exploded after World War II. The Anacostia watershed saw the disruption of its stream tributary system and suffered from increases in pollution and industrial waste. As regional suburbanization, highway-building, and industrial uses increased, contaminant-laden runoff flowed into the river.

Today, the Anacostia's watershed is 70 percent urbanized and forms the most densely populated sub-watershed in the Chesapeake Bay regional watershed. About one-quarter of the original forest cover remains. In addition to non-point-source stormwater pollution carried from the suburbs of Prince George's and Montgomery counties in Maryland, Washington's combined sewer system still overflows with sewage into the Anacostia River at times of heavy rain.

The long-abused Anacostia has attracted the concern of citizen groups and environmentalists, and is now the focus of numerous coalitions of non-profit organizations, neighborhood groups, and government agencies. Advances in science and technology, along with the will and investment of government, citizens, and non-profit groups, have combined to reverse the decline of the Anacostia with a bold set of initiatives for making the river swimmable once again.



Aerial photograph of the Anacostia watershed today; the location for unwanted land uses and neglectful land management practices (1999 Orthophoto).



A 19th century engraving of Poplar Point in the foreground, with the Navy Yard across the Anacostia, and Capitol Hill beyond. ("City of Washington from beyond the Navy Yard," Painted by George Cooke, engraved by William Bennett, 1834).



A Social History

When John Smith sailed up the Chesapeake Bay from Jamestown, Virginia in 1608, the Nacotchtank Indians had lived along the Anacostia River for over 1,000 years. By 1650, however, the Native Americans were being forced away by disease and a brutal fire set by colonists in retribution for the Jamestown massacre of 1622. Maryland colonists arrived in 1634 and recognized the Anacostia River as a primary transportation route. Along its banks they established the first tobacco plantations and, as soon as 1700, the slash-and-burn method of tobacco farming had begun to deplete soils and silt the river.

In 1790 Congress decided that the new federal capital was to be built on the peninsula formed by the Potomac and the Anacostia Rivers, with the site for the Capitol at its center, elevated on a hill. Lands west of the Potomac and east of the Anacostia were incorporated into the capital's limits for strategic defense reasons. A military garrison, today Fort McNair, was positioned where the Anacostia empties into the Potomac in 1791. Fort McNair has been in continuous use since its establishment and is one of the oldest military posts in the United States. The Washington Navy Yard was sited on the Anacostia's west bank in 1799. The Navy Yard is the nation's oldest continuously operating naval installation and has been the source for much of the neighborhood growth around it for generations.

By the mid-1800s, the neighborhood development around the Navy Yard reached across the river via the 11th Street Bridge to Historic Anacostia. In 1854 "Uniontown" was established as a whites-only working-class settlement for Navy Yard workers at the corner of Good Hope Road and Nichols Avenue. Uniontown remained a white enclave until 1877, when the abolitionist Frederick Douglass bought Cedar Hill from one of Uniontown's bankrupt founders. Through a program to construct housing and fund schools for African-

Americans, the Freedmen's Bureau in 1867 obtained land at Barry's Farm, just north of St. Elizabeth's Hospital, that it then sold, rented, and leased to African-Americans.

Until the end of the Civil War, large tobacco plantations dominated the landscape along the Anacostia River. After the war, the plantations were broken up into smaller farms or altogether abandoned. The Civil War had boosted Washington's African-American population to approximately 60,000, half the city's total population. The liberal attitudes of the Washington County federal circuit court toward property ownership by African-Americans attracted former slaves, and the working-class neighborhoods growing around the Washington Navy Yard, which employed freed slaves, housed many of them, beginning a long history of African-American neighborhoods along the Anacostia River.

From the 1940s to the 1960s, Washington's urban renewal and public housing projects greatly affected the neighborhoods along both sides of the Anacostia River. The largest urban renewal project in the nation was the redevelopment of the Southwest neighborhood that displaced a predominantly black population to neighborhoods and housing projects further east and resulted in concentrations of public housing projects along the river. Regional suburbanization in the 1950s and 1960s introduced new highways (I-395 and I-295) to the river corridor, replacing the local bridges and streets that connected neighborhoods to the river.

In recent decades, a series of neighborhood- and environmentally-based initiatives have successfully fought additional incursions into the river corridor, including the Barney Circle Connector project and the proposal to construct a theme park on Kingman Island. Recent efforts to clean up the Anacostia watershed have focused on ways to recover the river as an essential natural resource for all to enjoy.

Putting the Anacostia Back on the Map!



The Anacostia is entirely absent from a typical tourist map of Washington D.C.

Reasons for Change

- The Anacostia waterfront is part of an abused regional watershed.
- The shores of the river are hard to find, difficult to reach, and impractical to traverse.
- Existing highways and infrastructure separate neighborhoods from the river.
- The river represents a line of social and economic division in Washington and the region.
- New commercial and residential development is rapidly moving east towards the river corridor.
- Communities along the river are not always heard, and economic opportunities are not always shared.
- The river's cultural heritage and scenic geography are undervalued.

Many maps of Washington – especially those oriented to visitors – do not show the Anacostia River. The Anacostia waterfront, its neighborhoods, and the river itself, have often been out of sight and out of mind – seen mainly from the commuter highways that cross it and isolate its banks. In short, the Anacostia has been “off the map” far too long.

Now, as Washington faces environmental and economic challenges that have long needed addressing, we find the Anacostia River at the heart of these challenges. The Anacostia Waterfront Initiative restores the river to the local map and puts the Anacostia waterfront at the center of 21st century Washington. However, the AWI is not just about building a spectacular waterfront; it is also about environmental justice and bridging the physical and social divide that isolates east-of-the-river neighborhoods and the Anacostia waterfront from the rest of the city and the region.

The Opportunity

Growth in Washington is rapidly reaching the eastern half of the city. Neighborhoods on both sides of the Anacostia River are currently experiencing both residential and commercial growth. The AWI has the opportunity to coordinate this growth with infrastructure and public-realm improvements to create a vibrant, well-used waterfront.

The AWI is targeting 900 acres of land along the eight-mile-long Anacostia waterfront and Washington Channel, 90 percent of which are publicly owned. These acres offer an unmatched opportunity to increase public access to the waterfront, build new parks, and create mixed-use and mixed-income waterfront neighborhoods without displacing current residents.



The river as envisioned by the Anacostia Waterfront Initiative.



The Vision

One hundred years ago, visionary civic leaders boldly planned new and grand public projects that shaped modern Washington. Washington again faces a historic opportunity, virtually unmatched in scale in other American cities, to transform upwards of 2,000 acres of a long-neglected and abused river corridor into a model of 21st century urban life – socially heterogeneous, culturally diverse, and environmentally and economically sustainable across future generations.

All major urban transformations must begin with committed public leadership as the catalyst to revitalization. For the waterfront vision to be realized, continued public partnership and investment are imperative. The Anacostia Waterfront Initiative sets its sights on nothing less. Its ultimate goal is the creation of an urban waterfront cherished by the citizens of Washington and considered an international symbol for rebuilding cities. The vision is formed around a generous public space and a substantial expansion of those indelible images of place that Americans associate with their nation's capital. No longer to be Washington's unheralded river, the Anacostia is to become the central feature of the city's revival and growth – a growth distinctly sensitive to restoring natural systems and responding to social and economic needs for the broadest range of citizens.

The actualization of this vision will mean reinvestment and stewardship for a host of neighborhoods that border the Anacostia but have never had sufficient access to its unique natural assets. It will mean the preservation and expansion of existing neighborhoods, as well as the creation of new neighborhoods, fulfilling the growing demand for additional urban housing and employment opportunities. The neighborhoods of the Anacostia waterfront will provide a mix and diversity of urban lifestyles sought by Americans interested in alternatives to the traffic-plagued, unsustainable suburban experience.

Benefits to Be Gained

This strategic long-term partnership between the District and the federal government will result in:

- 1 The Anacostia RiverParks: an integrated open-space system connecting 1,800 acres of park land, including over 100 acres of newly created public parks.
- 2 Twenty miles of a continuous Anacostia Riverwalk and Trail along both banks of the Anacostia waterfront.
- 3 Substantially improved water quality for the Anacostia through the implementation of a combined sewer containment plan, wetland restoration, tributary stream daylighting, and environmental guidelines governing future development along the Anacostia watershed.
- 4 A reconfigured transportation system which serves neighborhood citizens and regional traffic patterns.
- 5 Fifteen thousand to 20,000 additional housing units for Washington, D.C.
- 6 New mixed-use neighborhoods at the Southwest Waterfront, the Near Southeast Waterfront, and the Hill East Waterfront.
- 7 Prominent sites for 10 additional museums and/or cultural destinations, and for more than a dozen future memorials and monuments.
- 8 Over 20 million square feet of commercial, retail, and service-oriented space.
- 9 A revitalized South Capitol Street Corridor in the form of a grand, urban boulevard, creating a monumental gateway to the nation's capital.
- 10 A signature cultural park at Poplar Point celebrating the area's history and heritage, with improved access to the river from Historic Anacostia and other adjacent neighborhoods.
- 11 An enhanced Boathouse Row in the Near Southeast and two new boat launching sites in Anacostia Park.
- 12 Additional tax revenues for the District estimated at \$1.5 Billion over 20 years.

Great Urban Waterfronts Depend Upon...



Fishing in the Allegheny River, Pittsburgh.



Waterfront Park in Charleston, S.C.



The banks of the Charles with the Esplanade in the background, Boston.

In developing this Framework Plan, the member organizations of the Anacostia Waterfront Initiative and agencies of the District of Columbia government have worked together to define the elements of a great urban waterfront. Cities like Boston, Chicago, London, and New York have reclaimed their waterfronts by pursuing strategies and objectives like the ones below. In doing so, they have created a whole that is greater than the sum of its parts.

1 Waters That Are Clean and Safe

The success of most waterfront neighborhoods is intrinsically tied to the appeal of the water itself, to its environmental quality, and thus to the range of possible uses both in the water and along its shores. The Anacostia waterfront, burdened for many years with a contaminated river, has repelled people and development along its untended shores.

Nowadays urban waterfront settings offer opportunities for living, playing, and working. But constant human activity must also be tempered by the repose, tranquility, and beauty that natural settings offer. We love urban waterfronts because they provide a theater for human activity yet simultaneously offer places of respite from that same “urban buzz.”

Each new initiative along the Anacostia must replenish qualities that invigorate, rather than deplete, urban life. Such qualities are found in the Anacostia River's natural habitats and to a lesser extent elsewhere along its banks; they must be preserved and enhanced.

2 Clear and Easy Access To and Along the Water

The public desires and expects access to the water's edge; the city needs to provide that access for the sake of its economy, image, and quality of life. The era of industrialization, with roads, railroads, power plants, and factories, has reduced access to urban waterfronts, abetted by ownership restrictions and even habits of mind.

Cities that have reclaimed their waterfronts for public use have transformed both their quality of life and their image. Fortunately for Washington, large tracts of the Anacostia's banks are already in public ownership. Overcoming the many physical – and psychological – barriers that separate citizens from their public riverfront is therefore the real challenge.

3 A Continuous Network of Great Parks and Open Spaces

Today, one of the most sweeping endeavors in riverfront reclamation is taking shape in the City of Toronto. The city is working with 31 sister communities spanning the Canadian shore of Lake Ontario. Motivated by the goal of gaining continuous public open space, the effort has, within a decade, resulted in over 200 miles of greenway trails linking nearly 200 natural areas, 150 public parks, promenades and beaches, dozens of marinas, and scores of historic sites.

A similar potential exists in Washington, where the Anacostia, Potomac, and Rock Creek park systems can be connected to create a continuous network of great open space corridors for the city and the region.



The Guggenheim Museum, on the Nervion River in Bilbao, Spain.



Waterfront housing in Boston's North End.



Puerto Madero, Buenos Aires, Argentina.



The Seine and the Anacostia Rivers drawn at the same scale comparing the number of river crossings in Paris and Washington.

4 Special Destinations and Attractions

Urban waterfronts are stunning settings for civic gatherings, celebrations, monuments, and commemorative spaces. In Washington, civic spaces and memorials adorn both the Tidal Basin and the Potomac River. And as the National Capital Planning Commission's recent Monuments and Memorials Master Plan made clear, there are many exceptional places along the Anacostia waterfront that are well suited to host additional attractions and destinations.

Indeed, it is inevitable that the greatest imprint of the 21st century upon Washington will be along the reclaimed shores of the Anacostia River.

5 Vital Neighborhoods for Living, Working, and Learning

The mixing of different types of activities and people creates healthy and vibrant neighborhoods. It is also evident that few places attract a richer variety of urban activities than city waterfronts, which commonly host parks, recreation, retail, housing, and culture.

The Anacostia waterfront offers a great opportunity both to revitalize existing neighborhoods – those that have borne the burden of disinvestment – and to create several new, mixed-use, waterfront neighborhoods on currently underutilized lands.

6 Celebrating Diversity and Cultural Heritage

Moving down or along the shores of urban waterways is often the best way to explore a city's history and heritage, and the nation's capital is no exception. But one has to look harder for the rich – yet often unheralded – stories of the neighborhoods along the Anacostia and their historic relationships to the river's edge.

In particular, the extraordinary history of the African-American experience in the mid-Atlantic region, and especially in Washington, deserves to be featured in appropriate settings along the public shores of the Anacostia River.

7 Convenient and Frequent Links Across the River

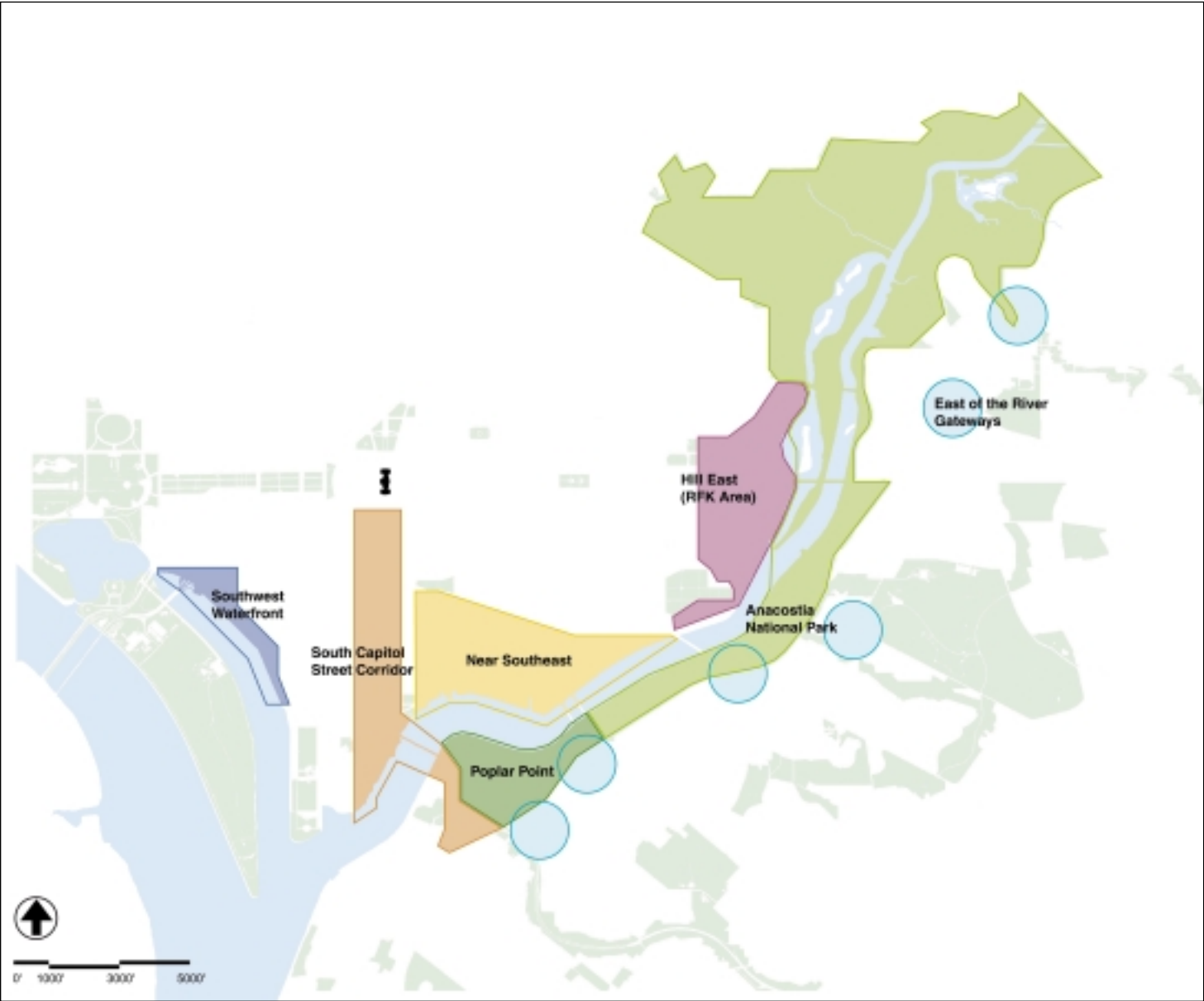
The great active, urban rivers, such as the Seine in Paris and the Chicago, are characterized by numerous, frequent, and human-scale crossings. Over the centuries, Paris has built three times as many bridges over the Seine as Washingtonians have built over the Anacostia. The majority of these bridges are not built, as the Anacostia's are, to accommodate highway traffic, but rather to serve local or pedestrian traffic. This helps keep the Seine at the heart of Parisian life.

Residents on either side of the Anacostia can greatly benefit from increased local crossings to establish a variety of neighborhood-to-neighborhood connections.

AWI Framework Plan Themes and Study Areas

Some Facts about the Anacostia

- Linear length of Anacostia River:** 36 miles
- Linear length of Anacostia River within the District of Columbia:** 6.8 miles
- Linear length of Washington Channel:** 1.8 miles
- Area of Anacostia River watershed:** 170 sq. miles (108,800 acres)
- Area of Anacostia River watershed within District of Columbia:** 38 sq. miles (24,000 acres)
- Waterfront Initiative planning area:** 4.4 sq. miles (2,830 acres)
 - Southwest: 550 acres
 - Near Southeast: 340 acres
 - Poplar Point: 110 acres
 - RFK Stadium Area: 180 acres
 - Anacostia/Kenilworth/Arboretum Parks Area: 1,650 acres
- Land ownership in planning area:**
 - Publicly Owned Land: 70%
 - Publicly Owned Waterfront: 95%
- Anacostia Riverwalk and Trail:**
 - Existing Trail Segments: 3 miles
 - Planned total length: 20 miles
- Total Population:** 43,348
- Total Households:** 19,585
- Median Income:** \$29,771



Seven Target Areas are slotted for more detailed planning efforts.

The boundaries of the Anacostia Waterfront Initiative study area include over 2,800 acres of land along a river corridor stretching nearly seven miles from the Potomac River to the Maryland border. This is a large and complex territory made up of various urban and environmental landscapes. The AWI Framework Plan, as it has evolved over the course of two years, has undertaken a broad analysis of the entire study area.

Five themes have guided the analysis of the problems facing the Anacostia River and its waterfront areas. The same five themes have helped the AWI planners to outline broad objectives and to prioritize planning initiatives. The AWI Framework Plan is organized according to these critical themes as it conjures the vision of a great waterfront along the Anacostia River and lays out the steps that will create it. Each of the next five chapters of the Plan is devoted to one of these themes.

More detailed planning efforts have focused on seven neighborhood districts, or “Target Areas.” Public presentations and meetings helped guide the plans for these areas; a separate planning and design team directed each of the target area studies. The diagram to the left identifies these target areas, and Chapter Six presents a summary of findings and recommendations for each of them.

PLANNING ISSUES

CHALLENGE

GOALS

Environmental Healing
Improving water quality.
Eliminating sources of pollution.
Restoring natural systems.
Completing landscape networks and continuity.
Defining various park boundaries.

Charting the course for environmental healing and the rejuvenation of water-dependent activities. Pollution must be eliminated, run-off controlled, streams and wetlands restored, and water activities must be promoted.

- Goals of AWI Environmental Theme**
- Provide a river suitable for swimming in by 2025.
 - Restore riparian function in the watershed in both urban and natural environments.
 - Implement “green” guidelines and standards to require sustainable development.
 - Increase all types of maritime activity.
 - Enhance environmental education on the river’s watershed.

Enhancing Movement and Connections
Getting to the river.
Moving along the river.
Crossing the river.
Using the river for commuting.
Minimizing/eliminating barriers.

Rethinking the design of transportation infrastructure in order gain access to waterfront lands and to better serve waterfront neighborhoods. The community must be able to get to the waterfront on beautiful streets and bridges that become gateways to the river’s parks.

- Goals of AWI Transportation Theme**
- Provide continuous pedestrian and bicycle access along the entire waterfront..
 - Aggressively promote a modal shift to public transit..
 - Create great urban boulevards with mixed uses, landscaping, and great civic spaces.
 - Redesign bridges across the Anacostia in the tradition of great civic architecture.
 - Redesign highways and freeways to become less of a barrier between neighborhoods and waterfront parks.
 - Reconnect the city street grid to waterfront parks.

Enjoying the River
Maritime activities and boating.
Active recreational and sports facilities.
Special/memorable places.
Special view-corridors and vistas.
Great public and open spaces.
Completing/enhancing promenades and trails.

Creating a system of interconnected and continuous waterfront parks joined by the Anacostia Riverwalk and Trail. No longer a series of isolated parks, the new network of green open space should provide parks worthy of a great capital city.

- Goals of AWI Parks Theme**
- Improve circulation to and between waterfront open spaces in order to create an interconnected park system.
 - Enhance underutilized parkland along the river to become important public amenities.
 - Ensure continuous access along the waterfront for pedestrians and bicyclists.
 - Increase recreational opportunities along the waterfront parks system.
 - Create distinct park destinations at the neighborhood, regional and national scales.

Facilitating Sustainable Economic Development
Transit-oriented development corridors.
Major adaptive reuse and infill opportunities.
Catalytic projects: public and private.
Identifying markets.
Financing strategies and incentives.

Enhancing and protecting the distinct character of regional destinations along the waterfront. Bring life to the waterfront and celebrate the cultural heritage of the city and the nation.

- Goals of AWI Cultural Theme**
- Highlight the unique character of the river heritage and basins, including natural and urban elements.
 - Seek to find locations along the waterfront that enhance and reinforce existing assets as emerging cultural institutions begin to look for sites beyond the National Mall.
 - Create park destinations for public concerts, picnics and local neighborhood festivals.
 - Make the Anacostia a regional destination for special events, such as concerts and sporting events.
 - Construct memorable shorelines that appropriately relate to each basin.

Housing and Community Reinvestment
Revitalizing existing neighborhoods.
Restoring environmental health and equity.
New places to dwell along the river.
Places to work along the river.
Neighborhood amenities and local services.

Promote sustainable economic development and reconnect the city to the river and the waterfront park system. Promote a vital waterfront by encouraging opportunities to live and work along the river.

- Goals of AWI Neighborhood Theme**
- Promote mixed-use waterfront neighborhoods with opportunities to live, work, and play.
 - Invest in existing neighborhoods to ensure that current residents have improved services and amenities.
 - Create the opportunity for over 20,000 additional mixed-income households to live in waterfront neighborhoods.
 - Revitalize existing commercial areas and connect these historic centers to new public amenities.

FRAMEWORK PLAN THEMES: THEMES OF REVITALIZATION

1
A Clean and Active River

2
Breaking Down Barriers and Gaining Access

3
A Great Riverfront Park System

4
Cultural Destinations of Distinct Character

5
Building Strong Waterfront Neighborhoods



A Day in the Life

It's a gorgeous Saturday morning. From your home at River Terrace, you look across the Anacostia River to Kingman Island and decide it's a perfect day to take your kids on a short canoe trip. The three of you walk across the Benning Road Bridge to the Kingman Island footbridge. In the wetlands of Kingman Lake you spot a big, beautiful heron. At the Environmental Learning Center, you rent a canoe and eagerly unfold a water trail map. Following the Kingfisher Canoe Trail up the Anacostia River, you are intrepid explorers of everyday wonders.

Artist's rendering of a new environmental learning center on Kingman Island